

**Modification of
Record of Decision
For Proposed Replacement Runway, Runway Extension
And Associated Development
At Cleveland Hopkins International Airport
Cleveland, Ohio**

The above captioned Record of Decision (ROD), dated November 2000, documenting NASA's determination to environmentally approve the land release and associated NASA facility and equipment relocation required for the proposed airport development is hereby modified as follows:

The NASA Determination at page 3 of the ROD dated November 2000 included the following statement:

"NASA has conditioned its NEPA approval upon the following, which will also be included in NASA's deed of release for the property as appropriate.

1. The NASA decision is based on the Environmental Impact Statement and FAA's response to NASA GRC's comments on the Final Environment Impact Statement (FEIS)."

That language is modified to read:

"NASA has conditioned its NEPA approval upon the following, which will also be included in NASA's deed of release for the property as appropriate.

1. The NASA decision is based on the Environmental Impact Statement and FAA's response to NASA GRC's comments on the Final Environment Impact Statement (FEIS) with the exception of the FAA response to GRC's comment number 5.^[*] NASA has determined with the FAA's concurrence, that the intended purpose of the mitigation described in the FAA response to GRC's comment number 5 will be effectively accomplished by the following mitigation measures during the period prior to the relocation of the NASA South 40 facilities:

NASA will not utilize or store Liquid Hydrogen in the NASA South 40 facilities.

NASA will develop a hearing conservation program and provide hearing protection and communications headsets to employees working in the South 40 area.

NASA will monitor noise levels in and around the NASA South 40 facilities for conformance with NASA safety and health limits.

If noise exposure levels exceed relevant NASA safety and health limits, and cannot be reduced to levels within such limits through the use of hearing protection, NASA will insulate areas within the SMiRF building as necessary and will take other reasonable measures as necessary to mitigate employee exposure.

The City of Cleveland will reimburse NASA for any costs incurred by NASA to implement the mitigation measures required whether or not specifically described in this Modification to the ROD.

During the periods when NASA staff are conducting or preparing experiments in the SMiRF (Building 204) the City of Cleveland will request that the FAA, when safety and operational requirements permit, operate Runway 6L/24R primarily as an arrival runway.

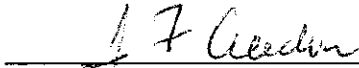
In the event that during the periods when NASA staff are conducting or preparing experiments in the SMiRF (Building 204) and when Runway 24R would be used for departures the City of Cleveland will request that the FAA, except when safety could be compromised, direct aircraft departing Runway 24R to begin their departure turn after they are past the departure end of the runway or they are above 1,200 feet Mean Sea Level.

In the event that a condition arises that compromises safety or constitutes an emergency situation while conducting experiments in the SMiRF (Building 204), NASA will coordinate with the City of Cleveland for a temporary closure of Runway 6L/24R so that NASA and/or the City of Cleveland can remedy the condition. The City of Cleveland will communicate such to the FAA Cleveland Air Traffic Control Tower for the temporary closure of Runway 6L/24R.

NASA will complete all experiments in the existing SMiRF (Building 204) by the date in the City of Cleveland's construction schedule for the shutdown of that facility (approximately April 30, 2003).

NASA APPROVAL

I have carefully considered NASA's goals and objectives in relation to the land release aspects of the proposed development actions discussed in the EIS. After careful review of the EIS, comments received on the FEIS, responses to comments, assurances from the FAA and the City of Cleveland, and the mitigation measures described above along with the FAA's concurrence, I have determined that the proposed action to allow flight operations using new Runway 6L/24R, subject to the mitigation measures described in this Modification of ROD is environmentally acceptable and that NASA may therefore proceed with its action. I still find that the NEPA processes culminating in this ROD as hereby modified meet NASA's requirements for land transfer and relocation of facilities.


Jeremiah F. Creedon
Associate Administrator for Aerospace Technology
NASA Approving Official


Date

*The FAA response to GRC's comment number 5 appears at Page F4-2 of Appendix A to the ROD and reads as follows:

The FAA and the City of Cleveland will work with NASA to ensure that the NASA South 40 facilities have been relocated prior to commencement of aircraft operations on the replacement Runway 5L/23R.

The NASA GRC comment to which this responds appears at Pages F4-2 and F4-3 of Appendix A to the ROD and reads as follows:

NASA is concerned about the possibility of Aircraft flying over Lewis Field South 40 facilities prior to their relocation. The schedule in Table 2-2 presently allows this condition to occur. The flight path of Runway 5L-23R is shown overhead of the South 40 facilities. Many people work outdoors in this South 40 area, and these facilities utilize Liquid Hydrogen. The environmental impacts of the elevated noise levels for the NASA personnel relative to Liquid Hydrogen present hazards that must be addressed; or this condition will be unacceptable to NASA.